

AD-A269 407



1
HHS

S DTIC
ELECTED
SEP 14 1993
A D

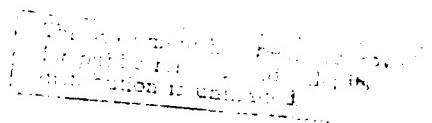


PEACEKEEPER IN MINUTEMAN SILOS

QUESTIONS AND ANSWERS

PREPARED FOR THE RELEASE OF THE

FINAL ENVIRONMENTAL IMPACT STATEMENT



JANUARY 31, 1981

93-21330



93 9 14 038

JUL-16-1993 09:42 FROM HQ USAF CEA

TO

90002748301 F.02



Air Force
Environmental Planning Division
(HQ USAF/CEVP)

Room 5B269
1260 Air Force Pentagon
Washington, DC 20330-1260

16 JUL 93

MEMORANDUM FOR DTIC (Acquisition)
(ATTN: Matt Marby)
SUBJ: Distribution of USAF Planning
Documents forwarded on 1 JULY 93

ALL the documents forwarded to
your organization on the subject
date should be considered
Approved for Public Release, distribution
is unlimited (distribution statement A).

Mr. Jack Bush, Gen-14
Mr. Jack Bush
Special Projects and Plans
703-697-2928
DSN 227-2928

JUL 16 1993 09:42

703 614 7573 PAGE 1005

1. Q: Explain the term Quantity Distance.

A: Quantity Distance is the prescribed safety zone or required safe distance between places where explosives (including rocket propellants) are stored or processed, and other specified locations such as inhabited buildings, public traffic routes, recreational areas, utilities, petroleum storage facilities, and storage or processing facilities for other explosives.

For planning purposes, Quantity Distance requirements for Peacekeeper in a Minuteman Launch Facility are 1,750 feet to inhabited buildings and 1,050 feet to public traffic routes. This compares to the current requirements of 1,200 feet to inhabited buildings and 720 feet to public traffic routes for Minuteman. These distances are based on the assumption that the total net explosive weight of the stored explosives (in this case the Peacekeeper missile) will mass detonate. These distances are intended to protect the public in the unlikely event of a simultaneous mass detonation involving all four Peacekeeper missile stages detonating at one time in the Launch Facility.

The foregoing safe distances are established for prudent planning purposes. The distances required will be verified following more complete simulation and testing activities prior to summer 1984. Quantity Distance criteria may be addressed in a variety of ways, including acquisition of real estate interests, relocation of inhabited buildings, obtaining exemptions from the Secretary of the Air Force, or a combination of these. Real estate purchases would include restrictive easements to preclude future encroachment of inhabited buildings. It is anticipated that exemptions will be sought for public roads as is the case for the current Minuteman missile system. The basis for such an exemption would be the low probability of a vehicle being within an exposure area should an explosion occur.

2. Q: How many homes are within the Quantity Distance for the Peacekeeper?

A: Nine of the 100 Launch Facilities have homes within the Quantity Distance. These include C-7 and C-10 in Banner County, NE, D-4, D-9 and E-5 in Kimball County, NE, and E-9, E-11 and Q-5 in Laramie County, WY, and T-5 in Platte County, WY. All of the inhabited structures are associated with larger farm complexes which have farm support buildings nearby.

3. Q: What are the options of the landowners who have homes within the Quantity Distance of the Peacekeeper missile silo?

Accepted for	J
NMS GRANT	
DIV. TAE	
Unpublished copy	
Subscription	
By per ltr	
Distribution	
Availability	On file
Comments	
A-1	

DTIC QUANTITY DISTANCE

- A: The final Quantity Distance criteria for homes will be validated after testing is completed in the spring of 1984. Based on these data and the affected landowners' preferences, decisions on relocation and acquisition will be made by the Air Force. The options offered to the landowners include:
- a. Sell the residence and the associated farm improvements to the Air Force, while keeping ownership of the land, subject to Air Force restrictive easement.
 - b. Sell only the house to the Air Force at its fair market value and use the proceeds to build a new residence, or relocate the existing house, outside the Quantity Distance area.
 - c. For those families who would like to remain undisturbed, the Air Force would process a request to the Secretary of the Air Force for an exemption or they may propose other solutions for the Air Force to consider.
4. Q: How much did it cost to prepare the Final Environmental Impact Statement regarding Peacekeeper (M-X) deployment in Wyoming and Nebraska?
- A: From the issuance of the Notice of Intent, the Air Force has expended approximately \$8.8 million dollars for environmental work which supports the Final Environmental Impact Statement.
5. Q: What major changes have been made to the Final Environmental Impact Statement since publication of the Draft Environmental Impact Statement?
- A: Since publication of the Draft Environmental Impact Statement, some modifications to the system description, environmental inventories, and analyses have occurred. Modifications to the Draft Environmental Impact Statement have also been developed to respond to public comments.
- Project modifications necessitating some reanalysis include reducing the number of construction workers required, adding two and removing one buried cable path, adding two options for upgrading the defense access roads, modifying a proposed roadway alignment on F.E. Warren AFB, and adding a proposed dispatch center in Chugwater and removing one in Cheyenne.
- The Section entitled "Public Safety and Health" now includes a more detailed analysis of safety issues regarding Quantity Distance zones, the Wheatland-Whalen Fault Zone, and the transportation and operation of the Peacekeeper system.
- The number of project-induced immigrants has been revised downward from a peak in Cheyenne of 3700 in 1987 to 2650 in the same year. Baseline population forecasts have changed to conform to recent forecasts by the states of Wyoming and Nebraska and somewhat lower project workforce is now forecasted.

Comments relative to public services resulted in a verification of data, more detailed analyses, and an examination of the impacts on public services. Methods of utilities assessment were carefully reviewed and some data adjustments and methodology refinements for the final analysis were made.

Impacts on transportation and on residents living near routes to be used during project deployment and operation were concerns identified in the public comments. Additional analyses on transportation and rural/agricultural issues were conducted. The impacts to agricultural practices and lands were reanalyzed and new data were incorporated in a rural land use section.

Road alternatives on F.E. Warren AFB have been modified to minimize impacts to the Colorado butterfly plant. Additionally, a Biological Assessment, in compliance with Section 7.0 of the Endangered Species Act, and a Biological Study Plan have been prepared to provide additional guidelines for the protection of potentially impacted species. Additional archaeological inventory and evaluation occurred on F.E. Warren AFB increasing onbase recorded sites from 12 to 37.

6. Q: What were the major concerns addressed during the public hearings and comment period for the Draft Environmental Impact Statement?

A: Comments on the Draft Environmental Impact Statement were received during 7 public hearings held at various locations within the Deployment Area and from over 400 documents submitted during the 45-day public comment process are summarized below:

There were criticisms of the Environmental Impact Statement process because no hearings were held outside the 5-county Deployment Area and because the 45-day public comment period was considered too short. In response to these comments it was noted that public hearings were held in those locations where measurable direct project effects were likely to occur. The 45-day public comment period conforms with the Council on Environmental Quality requirements. Extension of this period would have made it extremely difficult for the Air Force to comply with a Congressionally mandated Final Environmental Impact Statement publishing date of January 31, 1984.

The content of the Draft Environmental Impact Statement was also questioned. In particular, treatment of nuclear war, other basing modes and locations, and psychological effects of deployment were proposed for incorporation into the document. The Air Force response in the Final Environmental Impact Statement states that the proposal to deploy the Peacekeeper missile at F.E. Warren AFB was made by the President in his report to Congress pursuant to provisions of the "Jackson Amendment" to the 1983 Department of Defense (DoD) Appropriations Act (Public Law 97-377). The President's report discussed alternate missiles, basing modes, and basing locations. The report and the proposals it contained, however, were exempted from the requirements of the National Environmental Policy Act by the "Jackson Amendment." In addition, Congress directed the Air Force to analyze the environmental effects of "deployment and peacetime

operation." The Peacekeeper system is being deployed to deter war. The possibility of nuclear war is remote and speculative, and the impact dependent on the military actions of a foreign power. It is not the purpose of this Environmental Impact Statement to discuss morality, military tactics, or general societal issues.

Many commenters were concerned about the safety aspects of the deployment and peacetime operation of the system. Others were concerned about Quantity Distance determinations and their impact upon nine homeowners living near Launch Facilities. In Chapter One of the Final Environmental Impact Statement, the discussion on public safety and health aspects of the project was expanded to address the numerous concerns raised during the public comment period. This included more detailed discussions of explosive safety precautions and procedures, earthquake and geologic fault hazards, the potential for dispersal of radioactive materials, and the types of hazardous wastes associated with the project.

The impact of project construction and operation on Deployment Area roads and funding for the maintenance of such roads was another issue of great interest. The Air Force response to this concern identified the cooperation required on the part of the state and local agencies in the evaluation of road needs. This coordinated evaluation has been prepared and forwarded from the Federal Highway Administration to the Military Traffic Management Command for a final decision on defense access road upgrade requirements.

Many persons from the City of Cheyenne were concerned about project impacts on public services and the communities ability to meet increased demands. Additional data was collected on the condition and ability of existing services to respond to project effects. More refined analyses were accomplished using new project population numbers and forecasts for induced population.

Farmers and ranchers in the area were concerned about the impact of the project on their water supply, their livestock, and on the access to fields or market. In response to these comments, additional analysis was performed to evaluate the indirect impacts to agriculture from project-related activities. Indirect impacts were determined to include impedance of access to agricultural properties, effects on animal husbandry from various sources, and disruption or interruption of agricultural management practices.

Agency and interest group comments were received relative to the impacts of the project on biological and cultural resources on F.E. Warren AFB. Additional data collection, inventory and analyses of biological and cultural resources were accomplished subsequent to the Draft Environmental Impact Statement. Project facilities were sited to reduce disturbances to sensitive resources and consultation proceedings were initiated with appropriate regulatory agencies to develop plans for the long-term protection of the resources.

7. Q: When will construction begin on the project at F.E. Warren AFB?

- A: Project work at F.E. Warren AFB will commence in May 1984.
8. Q: When will actual construction begin on the silos?
- A: Modification of Launch Facilities will begin in early 1986. However, leveling of the maneuvering area inside the Launch Facility fence will begin in early 1985.
9. Q: When will all of the construction be completed?
- A: All work, including construction and modification of base facilities, modification of Launch Facilities, upgrading of Defense Access Roads, laying of cable, and assembly and check-out will be completed by late 1989.
10. Q: How can a member of the public obtain a copy of the Final Environmental Impact Statement?
- A: Copies may be requested by writing to AFRC-BMS/DEV, Norton AFB, CA 92409. Additionally, copies of the Final Environmental Impact Statement will be made available at local Wyoming, Nebraska, and Colorado libraries.
11. Q: What type of mitigation measures will be undertaken on all of the expected impacts?
- A: Standard mitigation measures that could avoid, reduce or eliminate environmental impacts were assumed in the assessment process and will be undertaken by the Air Force or its contractors. Additionally, mitigation measures which could be used to further reduce impacts are identified in the Final Environmental Impact Statement. Under the Memorandum of Agreement among the Secretary of Defense and the governors of Wyoming and Nebraska, a working group is developing detailed mitigation plans and programs, recommending funding sources and levels, and identifying mechanisms for minimizing impacts caused by the deployment and peacetime operation of the Peacekeeper system.
12. Q: Will federal money be used or available to lessen the impacts, or will state and local funds be used?
- A: Under the Memorandum of Agreement among the Secretary of Defense and the governors of Wyoming and Nebraska, a working group is developing mitigation plans and programs, recommending funding sources and levels, and identifying mechanisms for minimizing impacts generated by deployment and peacetime operation of the Peacekeeper system. The Fiscal Impact Analysis, prepared by the Department of Defense, Office of Economic Adjustment, will be released in February 1984 and will identify potential federal, state, and local revenue sources.
- State and local planning efforts for Peacekeeper impacts have already been aided by Federal funding. In February of 1983, the Office of Economic Adjustment provided a start-up planning grant of just over \$70,000. In September of 1983, the Congress concurred with the Air Force that \$800,000 in impact planning grant funds were needed by

state and local governments in fiscal year 1984. These latter Air Force funds are being used to develop state and local mitigation plans and programs and for other related planning activities.

13. Q: The Draft Environmental Impact Statement mentions "staging areas." Please explain what these are.

A: The staging areas referred to in the Draft Environmental Impact Statement are referred to as dispatch stations in the Final Environmental Impact Statement. Dispatch stations are temporary fuel storage and administration centers for use by the contractor(s) responsible for Launch Facility modifications. All facilities, materials and equipment will be removed from the area at the completion of the project.

14. Q: When can we expect to see the first Peacekeeper missiles operational?

A: Initial Operational Capability, defined as the first ten missiles fully operational and on alert, is scheduled for late 1986.

15. Q: What provisions are going to be made to house construction workers and their families?

A: The private housing market is projected to be sufficient to supply housing for construction workers. The revised population and housing forecasts in the Final Environmental Impact Statement show that housing demand will not require the construction or development of housing. However, construction contractors will be free to provide worker housing if they decide that it will be advantageous.

16. Q: Will you have construction camps for the labor force?

A: Air Force has no plans for providing construction camps; however, contractors will make the decision relative to the feasibility of construction camps for their labor force.

17. Q: Will the federal government require all contractors and subcontractors to obtain a Wyoming/Nebraska sales tax license?

A: No. The Federal Government cannot require contractors and subcontractors to obtain a state sales tax license. However, the Department of Defense did agree that normal military construction contracting practices, under which construction contractors purchase materials directly and pay sales use tax on them, will be followed.

18. Q: Who will be the determining source as to which cable routes are selected for this project?

A: The Peacekeeper Program Manager, the Commander of the Ballistic Missile Office, Norton AFB, CA, will make the decision concerning the five buried cable paths. The selection will be based on economical and technical considerations, such as cable length and survivability and consideration of the environmental amenities and values associated with the alternatives.

19. Q: What compensation is planned for those landowners on whose land a buried cable route crosses?
- A: The owners of the land crossed by cable routes will be compensated for the easements required to install, operate, and maintain the cable system. Compensation for landowners will take into account loss of crop production.
20. Q: How many buildings will be built on F.E. Warren AFB for this project?
- A: Fourteen new buildings will be constructed and modifications or additions made to approximately 74,000 sq. ft. of existing facilities.
21. Q: How much money is planned to be spent on building new buildings on F.E. Warren AFB for this project?
- A: Approximately \$65 million is programmed for the fourteen new buildings to be constructed at F.E. Warren AFB. This does not include alterations to existing buildings or additions or modifications to base roads and utilities. The total estimated cost of construction for this project at F.E. Warren AFB will be about \$90 million.
22. Q: How many people will be working on the project in the peak year?
- A: It is estimated that approximately 1,600 persons will be working directly on the project during the 1986 peak year.
23. Q: How many permanent jobs will be created as a result of deploying 100 Peacekeeper missiles at F.E. Warren AFB?
- A: There will be a total of 590 new jobs created by the project after 1990. Of these, 360 jobs are military positions, 115 jobs are civilian positions, and all are for operations and maintenance of the Peacekeeper system. A total of 115 jobs are non-project (indirect) positions created by the expenditures of the additional project employees. All of these jobs are in addition to the existing Minuteman staff.
24. Q: How much water will be needed for the construction of the project?
- A: Approximately 4000 acre feet will be required from 1984-1990. This includes water for construction as well as project-induced immigration.
25. Q: How much water will be needed on a yearly basis after the deployment has been completed?
- A: A continuing operating demand in Cheyenne of 250 acre feet per year is expected in 1990 and later years. The Launch Control Facilities will continue to use 12 acre feet per year in the Deployment Area.
26. Q: Will water be a major problem for this project?

- A: The increase in water demand within the Region of Influence, associated with construction and operations of this project is less than one percent of the present demand and is well within the capacity of the existing sources. However, increases may interfere with existing users in Cheyenne. Accordingly the Air Force has identified mitigative measures to remedy these impacts.
27. Q: How much money will this project bring into the Cheyenne area on a yearly basis after all of the missiles are deployed?
- A: Once the system is operational, the economy will increase by about \$9.5 million per year as a result of payment of salaries, purchase of supplies and materials, and the resultant indirect expenditures.
28. Q: How much money will this project bring into the area during construction?
- A: During the construction phase of the project, about \$240 million will be generated within the area. About \$90 million of the \$240 million is a result of expenditures by project employees.
29. Q: What is going to be the policy on the hiring of local people to work on the project?
- A: The Air Force Site Activation Task Force at F.E. Warren AFB has opened a business liaison office for the purpose of assisting local contractors in obtaining Peacekeeper-related tasks. The Air Force has no specific policy with respect to the hiring of local people; however it is anticipated that construction contractors will follow local hiring practices.
30. Q: Do you expect to have to bring in labor from other areas during the construction phase? If yes, why?
- A: There are insufficient numbers of persons with necessary skills for this project available in the local area. Accordingly, the local labor force must be augmented by immigrants or weekly commuters to the area, particularly in some highly specialized technical tasks.
31. Q: What are the most significant impacts associated with deployment of this project?
- A: As a result of the final analysis, significant impacts are expected on the following resources: threatened and endangered species, other biological resources, water resources, recreation, transportation, public finance, utilities, and public services and facilities.
32. Q: How long is a "short-term" impact?
- A: A short-term impact occurs during construction; before 1990. If an impact is generated during the construction or short-term period and the impact has a long duration into the operational phase (1990 and beyond), it is identified as both a short and long-term impact.

33. Q: How long is a "long-term" impact?

A: A long-term impact occurs during operation; after 1990. In general the operational impacts assessed for each resource would continue at the same level of impact until the system is deactivated.

34. Q: How much land will be dug up for new buried cables?

A: A 35-foot wide easement will be required to lay the cable. A 16-1/2 foot wide permanent easement will be required to maintain the system once installed. The actual cable ditch will be less than 2 feet wide and vary in depth from 3 to 6 feet. Cable lengths vary from 1 to about 27 miles. The total length of the five installed cables will range from about 80 to 110 miles. The proposed action for the buried cable routes could potentially affect approximately 338 acres of irrigated, dry farm, and rangeland uses.

35. Q: Does the Final Environmental Impact Statement cover the hazards/procedures associated with transporting nuclear weapons through towns on the way to the staging area? If not, why not?

A: Yes. The Final Environmental Impact Statement describes the potential hazards and Air Force design requirements and operating procedures for the transportation and storage of nuclear weapons. The Minuteman program provides insight into missile transportation safety. Over one million miles have been logged by the Minuteman transporter/erectors which transport the assembled missile over public roads. Yet, during transportation, build-up, and storage of Minuteman motors and missiles, there have been no incidents of accidental ignition, burning, or explosion. Only five transportation accidents involving an assembled Minuteman missile have occurred over the past 19 years. None of them resulted in motor ignition, burning, or detonation. Ogden Air Logistics Center, which is the current weapons system manager for Minuteman, reports that during the system's life to date, over 11,000 Minuteman missile movements have been made by solid stages and over 1,400 individual Minuteman liquid-fueled propulsion system rocket engines have been transported without mishaps. Because the Peacekeeper and Minuteman fuels are directly comparable with regard to explosive safety, as well as the increased safety design of the Peacekeeper, the safety of the Peacekeeper system is expected to exceed that of the Minuteman.

36. Q: Does the Final Environmental Impact Statement cover the impacts associated with an all out nuclear war? If not, why not?

A: The likelihood of nuclear war is remote and speculative, and dependent on the actions of a foreign power. The impacts of nuclear war would be enormously destructive. The Air Force considers nuclear war to be the ultimate in environmental devastation. If nuclear war occurred, it is unrealistic to think that any part of the United States would be safe from the ravages of nuclear explosions and their aftereffects. The Congress, in Section 110 of the 1984 Department of Defense Authorization Act, directed the Air Force to analyze the environmental effects of "deployment and peacetime operation."

Therefore the Final Environmental Impact Statement does not discuss the impacts associated with an all out nuclear war. The Peacekeeper system is being deployed to deter war.

37. Q: How much electrical power will be needed during construction and then during operation after all of the missiles have been deployed?

A: Average electrical demand due to construction at F.E. Warren AFB will be about 600 kilowatts. A reasonable estimate of peak demand is 1,000 kilowatts. This would occur during the 1985-1986 period of construction at the base. In order to avoid impact to the Cheyenne Light, Fuel and Power system and particularly, potential cost increases to local customers, the Air Force has committed to supplying the electrical needs of the base construction contractors directly from a regional source. All facilities will continue to be used following project construction and should result in no impact upon Cheyenne Light, Fuel and Power consumer electricity prices.

38. Q: Who is going to pay for the improvement to the roads that need to be upgraded for this project?

A: The process for determining upgrade requirements and consequent funding needs was initiated by the development of the Defense Access Roads Needs Report. This report detailed both routing and load requirements and identified potential problem areas. This report was submitted through the Federal Highway Administration to the state highway agencies which produced a detailed analysis of existing road capabilities, necessary upgrade requirements, and associated costs. These recommendations for improvements were reviewed by the Federal Highway Administration and are awaiting approval or adjustment by the Military Traffic Management Command. This approved plan will be the basis for subsequent appropriation requests from Congress. When the appropriation is passed, the state highway agency will be charged with carrying out the work.

39. Q: How many miles of roads will have to be improved for this project?

A: About six miles of roads will be constructed or improved on base. In the Deployment Area, approximately 40 miles of Air Force owned roads and up to about 600 miles of defense access roads may be upgraded. About 300 miles of currently paved roads have been recommended for upgrading.

40. Q: During construction, how many Minuteman missiles will be down or not in operation at any one time?

A: The actual number of Minuteman silos down for modification at any given time may vary but will be kept to an absolute minimum to insure that optimum Minuteman system capabilities are available to support the strategic deterrent force.

41. Q: The Final Environmental Impact Statement points out that wastewater treatment plants in Cheyenne need immediate relief or expansion. What will the federal government do to ensure funding is made available to solve this problem?
- A: The wastewater treatment plant serving South Cheyenne is currently overloaded. The Peacekeeper project will exacerbate this condition very slightly. The state has requested Federal funds to connect South Cheyenne to the Dry Creek Plant. Recent discussions with local and state officials make it apparent that state and federal funding will be available for the entire project by 1987. Design and construction responsibilities for using these funds will rest with local officials.
42. Q: In terms of the management of toxic and hazardous wastes, will the Peacekeeper deployment increase the quantity of hazardous waste in and about the region?
- A: No. Hazardous waste generation at F.E. Warren AFB is expected to be much the same in quantity and character as that now experienced under the Minuteman program. The materials generated will be expended oils and lubricants, paints and thinners, hydraulic and machinery fluids, cleaning agents and adhesives. No nuclear waste will be produced or stored at F.E. Warren AFB. Toxic and hazardous waste generation in the remainder of the region of influence is not expected to change with the project, and baseline disposal and recycling activities are projected to remain the same.
43. Q: How many federally listed species on the threatened and endangered species list are within the project area? What are the planned mitigation procedures to protect them?
- A: Federally listed species on the threatened and endangered list associated with the project are; bald eagle, peregrine falcon, whooping crane, black-footed ferret, greenback cutthroat trout, Laramie false sagebrush, northpark phalecia, and Hayden's penstemon. Additionally, the Colorado butterfly plant and Wyoming toad are candidates for Federal listing.
- Potential mitigation measures are as follows:
- a. Schedule construction activity to minimize disturbance during the raptor nesting periods.
 - b. Design and construct roads and stream crossings to minimize encroachment into stream channels and adjacent riparian vegetation.
 - c. Conduct site-specific biological inventory and survey of culvert upgrade and other road modification locations wherever these potential actions intersect or parallel sensitive vegetation type zones within the area.

- d. Increase productivity on selected areas of wildlife habitat through promotion of range improvement programs.
 - e. In coordination with the Water Resource monitoring studies, monitor effects of the cone of depression, associated with increased groundwater use, specifically as it relates to riparian vegetation and the Colorado butterfly plant, a sensitive species of concern.
44. Q: With reference to construction resources, will you try to purchase them in the local area? If not, why not?
- A: The Air Force will follow normal practices for the purchase of construction materials. It is anticipated that when available, the contractors will purchase materials locally.
45. Q: How are you going to mitigate impacts on the school system in the Deployment Area?
- A: Projected staffing levels are identified in the Final Environmental Impact Statement under impact condition. The highest impact is in Laramie County School District No. 1 where elementary enrollment will create overcrowding pressures. Numerous mitigation measures have been identified in the Final Environmental Impact Statement that range from building a new school to adopting a middle school concept. Use of federal impact assistance grant funds is also identified. The board of the school district, not the Air Force, will decide which mitigation options it wishes to pursue.
46. Q: In terms of law enforcement, what assistance can the communities expect in terms of funding, as well as training of personnel.
- A: An anticipated use of federal "801" planning funds on the part of the states is to contact law enforcement personnel from other communities which have been subjected to similar impacts for the purpose of determining how they responded to the additional law enforcement requirements. Should a need be identified the source of funds to provide correction of such deficiencies will be presented within the Fiscal Impact Analysis being prepared by the Department of Defense, Office of Economic Adjustment.
47. Q: Are there any provisions being made for assistance to local fire departments due to the deployment?
- A: The Final Environmental Impact Statement reports increased requirements for fire fighters, fire fighting vehicles, and associated space. Several mitigations are offered in the document. Selection of the mitigation option(s) to be used is the prerogative of the governmental entity affected. Its selection will affect the requirement for federal fund support.
48. Q: How do you plan to control the boom/bust cycle that is normally experienced with a project of this magnitude?

- A: As reported in the Final Environmental Impact Statement, very little of what is commonly referred to as a boom/bust cycle is expected as a result of deploying the Peacekeeper system. This is due to the fact that the project is forecasted to only create about 1,600 direct jobs and 1,100 indirect jobs in the region in the peak years with about 55 percent of the jobs filled by people presently residing in the local areas. Analysis indicates these jobs will cause a total maximum immigration of 3,200 persons in 1987, with over 80 percent immigrating to the Cheyenne Urban Area which has a current population of about 65,000. The Final Environmental Impact Statement also addresses mitigations for ameliorating adverse consequences associated with either the rise or fall of population as a result of the project.
49. Q: What happens to the 100 Minuteman III missiles once the Peacekeeper is deployed?
- A: The 100 Minuteman III missiles will be transported to Hill AFB in Ogden, Utah for storage in a manner similar to existing Minuteman operations. They will be used for spares/backup to the remaining fleet of 450 missiles or for test purposes.
50. Q: Who was the prime Environmental Impact Statement contractor for this effort?
- A: A joint venture firm, consisting of resources from the URS Corporation of San Mateo, California, and the Berger Corporation of East Orange, New Jersey, is the Air Force Environmental Impact Statement contractor for this effort.
51. Q: Were any Wyoming or Nebraska contractors involved in preparing the Final Environmental Impact Statement? Who? How much were they paid?
- A: Ten Wyoming based contractors/consultants were involved in preparation of the Final Environmental Impact Statement. These are:

<u>Contractor</u>	<u>Location</u>	<u>Contract Amount</u>
Cultural Research and Management	Cheyenne	\$ 2,000
Western Acquatics	Laramie	\$ 2,274
Land Resources Technology	Laramie	\$ 2,226
Biota Research and Consulting	Jackson	\$ 6,725
Dr. Charles Reher	Laramie	\$ 1,500
Ernie Brunkow	Torrington	\$ 6,500
BRW Inc.	Cheyenne	\$ 800
Western Research Corporation	Laramie	\$118,714
Banner Associates	Laramie	\$ 10,000
University of Wyoming	Laramie	\$ 1,185

52. Q: A recent report by Employment Research Associates states that Wyoming will lose \$71.5 million as a result of the M-X tax burden, and Nebraska will lose \$108.2 million. It also says Colorado will gain \$4.3 billion. Is this true, and if so, why aren't the states that are accepting the system being given some consideration in the development and deployment of the system?

A: At this point, the Air Force can neither defend or challenge the Employment Research Associate findings without having additional information on the factors and assumptions used in analysis. The Air Force has attempted to include the states in system planning where possible. The decision by the President to deploy Peacekeeper in Wyoming and Nebraska was based largely on weapon system operational and survivability criteria.

53. Q: Why were public hearings not conducted in Colorado?

A: The Air Force conducted local public hearings on the Peacekeeper Draft Environmental Impact Statement only in the five counties where construction or deployment activities will occur, the area where most of the impacts are located. There was substantial media coverage in the affected area announcing the release of the Draft Environmental Impact Statement and subsequent public hearings conducted by the Air Force. While the locations of the public hearings were in the five deployment counties most directly affected, attendance at those hearings was open to everyone regardless of where they resided. Moreover, everyone was afforded the opportunity to submit written comments. In fact, both forums were utilized by Colorado residents in providing their comments.

54. Q: Council on Environmental Quality guidelines state that once a statement is filed, no decision on the alternatives are to be made for at least 30 days. Does the Air Force intend to abide by this limit?

A: Yes, it will.